

THE REPUBLIC.

WASHINGTON:

MONDAY MORNING, JULY 25, 1853.

European News.

By the arrival of the Arctic at New York we have later advices from Europe, an outline of which appears under our telegraphic head. Although actual hostilities have not commenced, there seems to be no disposition on the part of Russia to recede from her previous demands.

The Hon. ALEXANDER H. STEPHENS is a candidate for re-election to Congress from the State of Georgia.

The Pacific Road—War of the Routes.

The letter of Mr. BENTON, which we publish to-day, is of great importance for two reasons: It opens a sectional discussion. 2. It differs with the Administration and with Congress in regard to the boundary report.

It is not necessary to determine whether Mr. BENTON, in advocating the central and condemning the southern route, is actuated by a desire to revive the quieted questions between the North and South, or whether he means to connect himself with the execution of a work of such importance to his constituents as to render his restoration to the Senate indispensable to its success. The result is, however, the same. He has opened a sectional discussion.

The route to our Pacific possessions involves the question of the relative power of the two great sections of the Union. The road will constitute the means of extending settlements in the interior. Communities will grow along the line of that road as grapes cluster upon the stem. These communities will entertain the political sentiments of the parent States from which they spring, and their political influence will be thrown in favor of those States. We think therefore that a sectional route organized as Mr. BENTON proposes will endanger the permanence of the Union for the following reasons:

The Free-soil organization is at present quiet, because there is no material issue before them. They acquiesce in the honors conferred by Mr. PIERCE upon some of their leaders, but those leaders are on furlough, subject to be recalled by the bugle of reorganization. Are there any evidences of this assertion required? They will be found in the obstinate refusal of the Democratic Free-soil press to acquiesce in the policy of the Administration, or to obey the dictation of the Union.

It is known that the mass of Free-soilers desire abolition by some means, direct or indirect—immediate or post-natal—with partial compensation, or by emancipation without indemnity.

It is the aggregation of these opinions that constitute the Free-soil party. That party desires that slavery shall terminate, and it has determined that it shall not be extended to any new territory. We have published the plan recommended by the English advocates of American emancipation. That plan contemplates an amendment of the Federal Constitution. This can only be done by the political action of a controlling majority of sovereign States, and the vote of a preponderant numerical majority expressed through the House of Representatives, and in the election of the Executive. Now, as the constitutional element of power consists of States and population, and as immigration will be conducted along a great line of internal communication to the Pacific as by a conduit, it follows that a political and numerical power, adequate to give a controlling interpretation to the Federal Constitution, must result from the system of immigration, to be organized and conducted by the route chosen to the Pacific. We have heretofore shown that the judicious application of a single year's immigration would bring a batch of States into the Union sufficient to disturb its sectional balance; and although we will not undertake to say that the Free-soil party would employ the sectional tendencies of such a measure for the purposes of carrying out the political designs recommended to them, we think it better for the peace and perpetuity of the Union that no such temptation should be extended to them.

The central route recommended by Mr. B. is, to all intents and purposes, a sectional one. It curves nearly to the latitude of Lower Canada, and, although central to the most populous portions of the Union, it is not territorially central. Now, a route should be, as far as possible, equally accessible to the people in every part of the Union. The southern route will, in this respect, be found to present the attribute of centrality in a higher degree than the central route itself. In addition to this, there is an extensive system of railroads in the South, all projected to cross the Mississippi, and to unite in a common extension to the Pacific. Shall this entire system, measuring at least six thousand miles, be compelled to curve up to the Kansas for a connexion with the national railroad? They will rather unite and make a common extension themselves; and, with the aid of their corporate credit, and the States to which they belong, it will be easily done.

So much at this time for the sectional effect of the central route.

But Mr. BENTON seems to differ with the Administration in a most important particular. He speaks of the report of the Boundary Commission as an authentic execution of the treaty of Guadalupe. Congress—and it is believed the Administration—regards that report as informal and not obligatory upon the Government of the United States.

The construction given in his letter to the second section of the sixth article of the treaty of Guadalupe occasions us much surprise. It expresses the opinion that, inasmuch as the Boundary Commission has reported the Gila route impracticable for a railroad, the United States is thereby estopped from insisting upon the agreement for a right of way stipulated by Mexico. The language of that clause referred to is, that "if, by the examinations which may be made, it should be ascertained to be practicable and advantageous to construct a road,"

Sec. This language does not restrict the United States to a single examination; nor does the treaty authorize the Boundary Commission to make any report upon the subject. That commission was appointed to "run and mark the said boundary." Nothing more. Its members, or the officers accompanying them, may have been instructed, as a measure of economy and convenience, to make a reconnaissance along the Gila. But it was no more a part of the duty of the commission than the line of examination through Texas run by Colonel GRAHAM, which did not detain the trains of the commission a day, and yet obtained the information.

The effect of the declaration referred to upon the negotiation with Mexico must be very important. For, since Mr. B. has made open war upon the Gila route—and the Mesilla being regarded as the key to that route—it may be apprehended that all who vocate the central route will prefer to roll an obstacle into the Paso del Norte sufficient to relieve them of its rivalry. They may, therefore, object to the ratification of a convention having for its view the grant of a right of way, or they may oppose any measure of administration having for its object the enforcement of the American title.

It may be true that Mr. EMORY has expressed the opinion that the Gila is impracticable; but others, of high scientific authority—such as Colonel GRAHAM, Mr. GRAY, and Captain MARCY—have expressed the opinion that it is a practicable route. And it will be for future examination to determine whether it is practicable or not. But certainly the opinion of Mr. EMORY, incidentally expressed, cannot deprive the United States of any right to ask of Mexico the agreement for a joint right of way along the Gila secured by the treaty. We cannot, however, go into any extended comparison of the various routes.

We shall regret if the question of location should assume a sectional aspect, or be decided by a sectional vote. But we are determined that, so far as we are concerned, there shall be a fair comparison of the advantages presented by the competing routes; and, although the southern routes have not been so far favored as to be included in the recent order of survey, there is yet material enough to show that, in equated grade and distance, in climate, facilities of construction, and even in the important attribute of centrality, they will sustain a favorable comparison with any rival; and these materials will be spread before the public at the proper time.

* Mr. Buchanan tells Colonel Weller that the examination is incidental.—Ex. Doc. 34. Sen. 31st Cong. 1st Sess.

New Publications.

THE ART JOURNAL.—The July number of this valuable repository of art is on our table. Copies may be obtained of B. W. FERGUSON, the agent, on Seventh street, near E.

GRAHAM'S MAGAZINE.—The August number of Graham is on hand, is as usual attractive, and may be obtained of JOE SHILLINGTON, corner of Pennsylvania avenue and Four-and-a-half street, and at BUCKINGHAM'S, under the National Hotel, corner of Pennsylvania avenue and Sixth street.

PERCY EFFINGHAM is the title of a new novel, by Henry Cockton, author of several works of fiction, which has just been issued from the press of T. B. Peterson, Philadelphia, and may be obtained of JOE SHILLINGTON, in this city.

London to a gentleman in New York, appeared in the Republic of Saturday, was the accomplished Mrs. Le Vert, of Mobile, daughter of George Walton, esq., of that city, and granddaughter of George Walton, a signer of the Declaration of Independence.

Gov. NEIL S. BROWN.—This distinguished gentleman, late our minister to St. Petersburg, arrived in Washington yesterday on his return to his home in Tennessee. He left Russia in rather delicate health, but we are glad that the voyage has restored him to his usual health. We understand that he expresses the opinion that there will be no immediate war between Russia and Turkey, although he is not surprised by the occupation of the Moldavia and Wallachia provinces. He anticipated this movement of the Emperor's forces before he left St. Petersburg.—Union, 24th.

A GRAND EXHIBITION OF FIRE ENGINES took place at New Haven, Connecticut, on Friday, on which occasion engines from New York, Providence, and New Haven were competitors. The first prize of the first-class engines was won by the Gaspard, of Providence. Her stream was thrown one hundred and forty-three feet. The first prize of the second class was won by the Niagara, of New Britain, Connecticut, which threw a stream one hundred and forty-nine feet. The Nameang engine, of New London, is it stated, was in a fair way to victory, when her hose burst.

A SCHOONER RACE took place in the harbor of New York on the 21st instant between the schooners George H. Wood, of Tarrytown, and the Lewis R. Mackey, of Haverstraw, for \$500. They sailed down the bay around the southwest spit-buoy and back—the Wood most of the time being ahead; but at the end of the race the Mackey came up even, which made it a drawn game. The Wood party challenged the Mackey party for a race for \$1,500, which was declined.

RESIGNATION OF THE GOVERNOR OF RHODE ISLAND.—Ann Potter, Secretary of State of Rhode Island, in a proclamation dated the 20th instant, states that Philip Allen that day resigned the office of Governor, having been elected a Senator in the Congress of the United States. The duties of Governor devolve upon the Lieutenant Governor, Francis M. Dimond, of Bristol.

MINISTERS TO FOREIGN COUNTRIES.—The New York Tribune and Evening Post are evincing an opposition to the system of appointing ministers to foreign countries with high salaries. These journals seem to think that international business could generally be as well conducted by an able clerk or agent, and on extraordinary occasions by a special minister.

Judge HUBBELL received quite an ovation from his friends in Milwaukee on the 16th instant, on the occasion of his triumphal acquittal by the Senate of Wisconsin.

NO TRAVELLING ON SUNDAY.—The Boston and Worcester Railroad Company advertise that hereafter no passengers will be taken by the Sunday night train. The train will consist of a mail car only.

WASHINGTON GOSSIP.

WASHINGTON, July 24, 1853.

The President don't respond to the request that he will "show up" the recently selected Minister to France; but there are a number of circumstances which point to him distinctly, although it is understood his name will not be officially announced for some time to come. After all that has been said about this mission, the oft-repeated publications of predictions that it would be given to ex-Senator Dix, of New York, and the as oft-repeated indignant denials, I would like to wager one of Todd's best that this distinguished Free-soiler takes the prize. The fact is, a coup d'état has to be managed for his benefit. There is scarce a doubt the President designed giving him the French mission from the day he was compelled to abandon his design of making him a Cabinet Minister. But a great row was made over it. Southern men refused to hear of his appointment on any consideration, and the storm of clamor became so fearful that the President was forced to appear to yield. It was given out all over the country that the idea of Dix's appointment had been entirely abandoned. Mr. Dix himself embraced the opportunity to declare—in such way that it would be sure to go in print—that he had not been tendered the mission. Of course not. He had only been assured he should have it, and he had expressed his willingness to accept it; but no "tender" of the place had been made. Does the reader understand the meaning of all this? No, did you say? Well, do you understand what Louis Napoleon meant by proclaiming universal suffrage in advance of the empire? The latter is a more finished history, and we can all understand that the ambitious Louis was moving by popular means to secure an ulterior end. Just so in the present case, which has not progressed so far. Public opinion in the South was to be quieted by hulling the suspicion of the Free-soiler's appointment. The Administration knows that it is far more easy to keep down opposition to an act after it is done than to put it down when opposition is likely to accomplish an end. Party organization and discipline among the "Democracy" is such that the man who would blot if thwarted when the "blood's up," will submit to anything the leaders do while he is caught napping. Wisely calculating upon this assertion of "the party" mind, the President hopes to spring the appointment of Mr. Dix upon the country while the organized opposition to him is asleep. But he don't intend to run any rash ventures. The appointment may disgust some whose services and votes will be needed soon in the North Carolina, Kentucky, and Tennessee elections, so it will not be made public until they are over. If Mr. Dix don't go to France soon after that time, all I have to say is, it will be because the President has less of firmness and independence than his friends claim for him. Perhaps the Union will deny all this. If it does, just set the appointment down as a doubly sure thing; for it seems to be the duty of an organ in these days to decry whatever is true, and call people "idle fabricators" for telling it—side its denial, in yesterday's issue, of the recent misunderstanding between Buchanan and Marcy—a fact which the adherents of both these gentlemen have admitted over and over again during the last three weeks, and which is quite as certain as the Union's orphans, and much more certain than its prospects of sustaining itself as the official press.

R. S. Barnwell, esq., of South Carolina, I learn, has been appointed Consul at Amsterdam; and a Mr. Murphy, now in the Sixth Auditor's Office, is appointed Consul at Shanghai.

Judge Clayton, of Mississippi, the new Consul to Havana, was in town yesterday. Why does the Judge not get off to his important post? There seems likely to be stirring times in Cuba soon, and the United States should certainly be represented there by the highest grade of official laws allowed. Mr. Robertson, the acting Consul, is a worthy gentleman and able man; but Spanish etiquette and affected punctilio will never accord the substitute the respect they feel bound to show the principal.

What's in the wind from the North? Isaac V. Fowler, the Postmaster, and John Cochrane, the Surveyor of the Port, are here from New York. Rumor says they are looking after the Barnburn interest, and laying certain wires connected with the Dix appointment. Won't somebody unravel the mystery? Where's John Van Buren? Hope he too isn't "under the meal."

Young America is to be serenaded to-morrow night, they say, in the person of Senator Soule. Lovers of moonlight music, who don't object to a late evening walk, will be apt to honor, by their presence, the vicinity of G and 14th streets.

Mr. Allen, the gentlemanly Navy Agent, has been allowed several additional clerks to help him through with the work of distributing the extra pay to sailors who served on the Pacific station during the Mexican war. Thousands of dollars per day are being paid on this account, and still they go.

Lieutenant M. F. Maury, Superintendent of the National Observatory, recently received from merchants, ship-owners, and others, of New York, a magnificent token of their appreciation of his services to commerce and navigation, in getting up his wind and current charts. Just before leaving the city, on his way to the Scientific Convention in Europe, a package was placed in his hands containing \$5,000 in gold, and a handsome service of plate. Such good fortune could have befallen no more worthy man, nor more useful servant of his country and the world.

KOSSUTH'S OPINION ON THE QUESTION OF WAR. A European correspondent of the New York Times generally understood to be Louis Kossuth, in a letter dated the 5th of July, says: "As the Czar has threatened that he would cause his armies to pass the frontier if his ultimatum is simply and purely not signed, you may depend upon it he will attack. He means quite other things than that which he professed in his diplomatic revelations. With Russia, be sure of it, more is meant than what is said."

"It was also already reported by telegraph that the Russians had crossed the Pruth on the 25th of June. But that's not correct; the orders were only issued on that day from St. Petersburg. However, you may rely upon it, that at this moment the Rubicon is already crossed; and the Russians have thrown the gauntlet down."

"There will be still further efforts to arrange matters diplomatically; but, so far as I know, these endeavors will fail, and a war is unavoidable."

FATAL RESULT AT A JUGGLING EXHIBITION.—The Deceatur (Marion county, Ill.) Gazette of the 15th instant has the following: "Herr Alexander met with a most terrible check at Clinton, Dewitt county, last week. In the playing off the hocus-pocus of the magic pistol, it proved to be loaded with balls, and the young man, George Smith, who was to stand up and catch a fictitious ball in his mouth, received the contents of the loaded pistol in his left side, and from the character of the wound and the season of the year the probability is that it will terminate his life, leaving a widowed mother, who was solely dependent on him, inconsolable."

CRIMINAL COURT.

UNITED STATES vs. JAMES W. SCHAU-
BERG.

SATURDAY, JULY 23, 1853.

On the opening of the court, Mr. KEY stated that Dr. Spence, the absent witness, had not arrived. And after some conversation it was agreed that if he did not reach the city by the 11 o'clock train, his testimony would be dispensed with.

At 11 o'clock, Dr. Spence not having arrived, the defence recalled.

Mr. Wadsworth, who said: I discharged about a month ago the boy who brought me the pistol on the night of the shooting, and do not know where he is. His father told me that he was going to take him to Ohio.

The defence here rested.

The United States called Elias Boudinet, by whom they proposed to prove that Schauberg's position, when he shot Fuller, was not as had been represented by witnesses for the defence, and also that on his return to the hotel after the pursuit of Fuller, he did have a weapon in his hand.

The Court ruled the evidence to be inadmissible—that at this stage of the trial the United States were to be confined to testimony rebutting new facts proved by the defence, and not to sustain its evidence in chief.

The United States then closed the evidence.

Mr. KEY, for the defence, proposed to submit the case to the jury without argument.

The District Attorney assented to that proposition, upon the understanding that the court would instruct the jury as to the law.

At about half-past one, the DISTRICT ATTORNEY said they had prepared a statement of what they supposed to be the law applicable to this case, and had shown it to the counsel on the other side, who would not agree to it. Under these circumstances, and as the other side had already had the benefit of an argument on the evidence, they would proceed to argue the whole case to the jury.

Mr. KEY contended that the Government having assented to the proposition to submit the case without argument, ought now to be held to the agreement.

After some debate, the COURT said the United States had the right, under the circumstances, to argue the case if they chose.

Mr. CUNY, on behalf of the prosecution, then addressed the jury upon nearly four o'clock, reviewing the whole doctrine of the law of self-defence, and the facts of this case as that theory could be applied to them, and had not concluded when the court adjourned.

From the New Orleans Picayune, July 17.

From Tampico.

The schooner Amphitrite, Captain Golding, arrived yesterday from Tampico, which port she left on the 8th instant. She brings \$45,339 97 in specie.

By this arrival we have received *El Comercio de Tampico* to the 6th instant. It contains an article which it republishes from the *Trait d'Union* of Mexico, on the Mesilla valley question. The article states that the Government of the United States will sustain the views of Governor Lane in relation to the Mesilla valley, upon which *El Eco* says:

"We will not adopt the bragging and fanfaronade style of the other press, for we are convinced that this is used only to ridicule us. We are for facts, positive facts, for we live in a positive age. Therefore do we believe that if it is true, as stated in the said article, that the American Government has given orders to take possession of the said valley, our government will not tolerate such atrocities, and will know how to protect the inalienability of our territory, showing to our ambitious neighbors that if on one occasion, through deplorable misfortune, they were able to obtain an advantage, ungrateful fate will not always turn her back upon us, and the rights of property are not to be attacked with impunity, nor the most sacred international rights violated under the cover of the weakness of the opponent, and to do so is proof only of meanness, and even of cowardice."

Fortunately the chief who is now at the head of our nation is not to be frightened by such menaces, and therefore we hope he will not suffer so great insults to pass unnoticed, and that, if it be necessary that an appeal to arms decide the question, which we hope not, he will again open the temple of Bellerophon and let the cannon thunder."

The *Eco* states that Don Anastasio Parodi has been promoted to a governorship of brigade, and that Santa Anna honored him by writing him an autograph letter communicating the notice of the promotion in very kind terms. It suggests that Colonel Todorio received also some advancement, as he suffered by and contributed to defeat lately the projects of annexation.

An official announcement of the department of direct contributions requires:

"All persons who pay salaries of any kind to our nation are to send to the tax office within eight days, specifying what they pay to servants, clerks, &c., and that those which are subject to taxation state their residence."

Hopes are entertained that under a State government and a permanent tariff the trade and industry of the country will be largely developed. The want of regular mail communications with foreign markets is felt severely.

The *Eco* states that General Well, governor of the State, ridicules the idea that the Mesilla valley question will bring Mexico into trouble.

SLAVE CASE AT PHILADELPHIA.—The case of George Smith, who was brought before the United States commissioner at Philadelphia on Thursday last on the charge of being a fugitive slave, was heard on Saturday morning, and the commissioner decided that he should be remanded to his master. The abolitionists then got a writ of *habeas corpus* issued from a State court; but the United States marshal, in consequence of the responsibility imposed upon him by the United States law, refused to deliver the fugitive, whereupon the judge of the State court ordered the sheriff to arrest the marshal for a contempt of court. The marshal declined any intention of contempt. The case was not settled on Saturday evening.

SWINDLING RAILROAD OPERATIVES.—A man calling himself Charles P. Green, having induced ten railroad engineers and a number of other persons capable of performing duty as conductors, brakemen, and firemen to accept service on a western railroad, persuaded them at Pittsburgh to let him exchange their money at an exchange office, by which means he represented they would each save the price of a hat. When they confided to him their money he decamped, and has not since been heard of. Their employment on the road proved to be equally fabulous.

PASSENGERS BY THE PACIFIC.—The steamer Pacific sailed from New York on Saturday, carrying out one hundred and fifty passengers, among whom were the Hon. H. Bedinger, chargé d'affaires of the United States at Denmark, Lieutenant M. F. Maury, of this city, and Mr. W. H. Webb, the celebrated ship-builder.

JOSEPH McDOWELL, of Rankin, received the Whig nomination for the office of Treasurer of the State of Mississippi at the convention held at Jackson on the 11th instant.

ANOTHER EARTHQUAKE.—The Portland Advertiser says that another slight shock of an earthquake was felt in that city between 4 and 5 o'clock on Wednesday afternoon.

Advices from Texas report ex-Governor Paine, of Vermont, as lying at the point of death. He was at Waco.

On the first Monday in August there is to be an election in Iowa for attorney general and for county officers.

Colonel Benton's Letter.

From the St. Louis Democrat of the July.

LETTER FROM GREENSBORO TO COL. BENTON. GREENSBORO, MO., May 13, 1853. Colonel THOMAS H. BENTON, Dear Sir, Having been for a long time your especial admirer, generally, and particularly so on the subject of the Pacific Railroad, about which so much interest is and should be felt, are extremely anxious that you pay us an early visit, as we think this a peculiarly favorable time to make a good impression in the Southwest, as your friends were all disgusted with Major Phelps's course before his return, and so far there are as yet no demonstrations in his favor. A general murmur prevails, and we are of opinion that a visit would finally prove a reaction in his favor. Please give us time to give the people notice of your coming, and you may expect to see a general outpouring of all sizes, ages, and sexes.

Very respectfully, your fellow-citizens, Josiah Stewart, John B. Perkins, Rugben Rose, Philip Stephens, Henry Tullbright, (request to Col. B. to make a visit to Southwest, but cannot endorse all the above.) W. P. Davis, F. C. Howard, Stewart Warren, Joseph Radd, Samuel Piper, Richard Aldridge, George Piper, Samuel Greer, S. N. Ingram, T. Piper, Philip Bodehans, Allen Mitchell, J. M. Potter, J. T. Warren, Pleasant Salls, M. C. Aldridge, David Melton, M. Hensley, Wm. B. Berry, Robert Barnhart, Bedford Aldridge, William Ruddy.

REPLY.

GENTLEMEN: I cannot fix any time for being in your part of the State, being extremely occupied with a subject that engages all my attention; nor could I visit you at all for any object personal or private. His relations with his constituents is an affair which I leave to him and to them, and in the conclusion of which I shall take no more part than I had in its commencement. I feel myself wholly free from any agency in the case, and was taken by surprise by what happened. I was in a state of the most harmonious intercourse with Mr. Phelps and Mr. Lamb, and had no suspicion of any rupture existing between them. On Sunday evening they were both at my house, quite socially, and were to come the next day at 12 o'clock to consult about Miss appointments. Instead of returning together at that time, Mr. Lamb came alone, made an excuse for Mr. Phelps, and asked, in their joint names, to postpone the meeting until 12 o'clock on Thursday.

To this I readily assented, and asked them to take dinner with me that day, which Mr. Lamb said he would do. "My friends," and accordingly I had a comfortable dinner prepared, so that we might stick to our work until it was done. But when the time came, instead of coming themselves, or sending another excuse, they sent me that letter which they had been cooking for me while I was having a dinner cooked for them. Seeing that it was intended for publication, I sent it off for that purpose, and having had no hand in getting up the difficulty, I take none in its conclusion, but leave the issue to the people.

With respect to the other subject which you mention, (that of the great road to the Pacific ocean,) I have the pleasure to inform you that there seems to be a general waking up of the attention of the country to its importance, and to the necessity of its construction, and to its nationality as a center, and not a sectional object. The newspaper and the periodical press has taken up the subject, and has carried its discussion into every house, and producing that state of feeling which leads to judgment and execution.

How long a great idea must lie dormant, waiting the conjuncture of circumstances which ripen it into life and action! It is now precisely fifty years since Mr. Jefferson took the first step towards opening a communication between the Mississippi river and the Pacific ocean for commercial purposes. Lewis and Clarke's expedition had its prime object in the increase of our geographical knowledge for its second. His commendation to Congress for authorizing that expedition was before the purchase of Louisiana, and was made under the clause of the Constitution which gave Congress power over the subject of commerce, both foreign and domestic. Jefferson hoped to realize the idea of a western route to India—that idea which, beginning with Columbus, found first landing in the person of Jefferson, to give it a practical application through the heart and center of our North America.

When I came to Missouri in 1815, I took up Jefferson's grand idea where he had left it, and wrote many articles in the newspapers to promote the opening of commercial communications with Asia upon the line of the Columbia and Missouri rivers. The acquisition of California, and the present proposal for the propulsion of cars, and the present proposal for a railroad, is only a modification of the original commercial idea adapted to the acquisition of territory and the progress of the arts in developing steam as a motive power both by land and water. A western route to India for commercial purposes was the great idea of Columbus, and of those who have taken it up after him; and while different nations are endeavoring to get to it, that idea on their own territories—some by Panama, some by Nicaragua—some by Tehuantepec—there seems to be a passion in the United States to make a road out of the present Union, or as nearly outside as possible. It is curious to review these efforts for an exterior road. Leaving out all the efforts for remote foreign routes, and ocean steam lines at the expense of two millions a year, I confine myself to the efforts for a southern sectional road, which has long been the object, and is now the open antagonist of the national central route. It is now six years since this struggle began upon one side, and has hardly yet commenced on the other. I will begin at the beginning and trace it up.

The scheme for this southern road began in the treaty of peace with Mexico, in which a contingent provision was inserted for a road, canal, or railway on the Gila to this coast. If upon examination it should be practicable and advantageous to construct such a road on either bank of the Gila, or within a marine league of it on either side, then the two governments would form an agreement as to its construction, that it may serve equally for both countries. This is the treaty article in which this Gila road originated, and which is adhered to until the examinations have proved what was perfectly well known before, that no road of any sort, or canal, can be made anywhere near it. This the boundary commission have officially reported to the Government; so that there is now an end of all pretence for a road there founded on the treaty; and unless a new treaty is made, and a large part of Sonora obtained, none can be made there.

With the design for the Gila road went the annulment of El Paso from New Mexico, and its surrender, with seventy thousand square miles of New Mexico, to Texas, all for the purpose of helping the Gila road; and the present dispute about the Mesilla valley, as the Mimms mountain is called, is for the same purpose—it is all a dispute about a way for that road. As territory it is not worth a straw, and has remained uncultivated for the two hundred and fifty years that New Mexico has been settled. It is not valley, but mountain, considerably less valuable than ten times the quantity in Virginia. To carry out a way to anybody that will accept a present of fifty acres to become a freeholder and voter—a present which nobody would accept at the expense of the recording fees, except for the vote. This valley, as it is called, runs in a narrow strip—about one hundred and seventy miles in length, upon thirty-five in breadth—from the Del Norte to the Gila, crossing the mountains six thousand feet above the level of the sea, which divide the waters of the Gulf of California from those of the Gulf of Mexico, and all naked rock, "where a wolf could not make his living." This is what we are contending for; and if we get it, it will be worth nothing unless the half of Sonora is obtained to make the road upon; and if it is, I for one shall be against any such outlandish road.

The difficulty with the Gila route is very little better than the other, as it bends down into forty miles of the Gila, and nearly gets out of the present United States. To reconcile the pow-

erful business populations of the Central States to the central route, the plan of "divisions" was taken up—called "divisions" in the old time, and the great State of Missouri, with its commercial capital, which is destined to be the future London of America, was to be fobbed off with a "diversion," or fork, through Arkansas and the Cherokee nation. This is the origin of the scheme for a Pacific railroad southwest from St. Louis to the corner of our State. It is all a part of the original scheme for a southern sectional road, aided by monopoly speculations in land and copper mines; and is both an insult and an outrage to the State of Missouri. The central route, from the western border at the mouth of the Kansas, is the one which her interest and every national consideration requires to be adopted; and that is the route which nature has made the shortest and best.

CITIZEN! I am no man to deceive anybody, or to hold out contradictory expectations in order to gain popularity. The great road must go somewhere. It can have but one line, and as many branches afterwards as necessary. I go for one great road first. Imitate nature, which makes the back-bone first, and then starts the ribs. If I sought popularity I would flatter every part of the frontier—make every town think it was to be the starting point, and hold myself exactly equal, neutral and independent between them all. But such is not my temper. I form opinions upon reason and judgment, and according to what I believe to be justly decided by freely making them known to the public. I have studied the question of these Pacific routes—studied them for more than thirty years—and expose my opinions freely, willing to discuss them with all candid men, and despising the clamor of the ignorant, the impudent, the selfish, and the envious.

Your obliged fellow-citizen,

THOMAS H. BENTON.

From the Union.

Report of the Board of Visitors to the West Point Academy.

WEST POINT, June 18, 1853.

SIR: In acceptance of an invitation addressed to the undersigned by the Department of War, we assembled at West Point on the first of June inst., and proceeded, by the election of a president and secretary, duly to organize the Board of Visitors for the year 1853. Immediately after our organization we were conducted by Colonel Lee, accompanied by the academic staff, through the several departments of the Military Academy, and thereby afforded an ample opportunity to become acquainted with its internal regulations and arrangements.

By a vote of the board, committees were appointed upon the subjects of instruction, discipline, police administration, and fiscal affairs; and, after having attended to the duties assigned them, reported to the board, and their reports are herewith transmitted. The examination of the cadets commenced on the 2d day of June, at nine o'clock a. m., and continued till one o'clock p. m., and from three o'clock to five o'clock p. m., and during the same hours from day to day, Sundays excepted, till the 18th day of June, when it was concluded. The examination was conducted in the presence of the Board of Visitors, chiefly by the professors in the several departments, aided by their assistants, and extended to all the branches of instruction through which the several classes had passed during the previous year. The mode of examination was eminently thorough, and adapted to test severely the scholarship of cadets. With but few exceptions, we are happy to report that the test was borne with distinguished success.

At the board there was but one opinion as to the great value of this institution to the American Republic. The conviction was clear, every mind that by no other agency could military science be diffused, and skill in the art of war attained, so generally and successfully as by this. If war is still to be practised among the nations, and if we as a nation have no guarantee of perpetual exemption from its calamities, then the cultivation of the art of war, even to the highest possible degree, is entirely consistent with the strongest claims of humanity. Here, knowledge becomes invested with the attribute of mercy as well as power. The truly skillful general, who knows how to adapt the best means to the end proposed, while he conquers, saves human life, and often saves but to conquer.

The moral power of this institution in its adaptability to secure to our Union internal tranquility, and preserve unbroken our pacific relations with foreign powers, can hardly be over-estimated. In the highest and most comprehensive sense it is national in its character, representing in its members every State in our growing Confederacy, and offering its high privileges to intrinsic merit, regardless of the factitious distinctions incident to almost every form of human society. No sectional or personal jealousies can here be awakened. The cadets are all graduates of the Republic, and learn to regard with filial affection every part of it as their common country. At the very commencement of their cadetship, under the solemn sanctions of an appeal to their Maker, they pledge themselves to a life of fidelity to the American Union; and through the whole period of their training, they are brought under influences admirably calculated to cherish and strengthen within them patriotism and a high sense of duty, and to lift in its aims as was the spirit, which animated the immortal founders of this priceless Confederacy.